

**Established February, 1845.**

PRICE, \$2 PER MONTH.

## Shipping

SUEZ, British steamer, Captain Dodd.--  
bb, Livingston & Co.



## For Sale.

**MacEWEN, FRICKEL & Co.**  
VICTORIA EXCHANGE,  
QUEEN'S ROAD CENTRAL.

**HAVE FOR SALE**  
THE FOLLOWING  
**STORES.**

**EX AMERICAN MAIL STEAMER.**  
Smoked HAMS.  
Golden SYRUP in Gallon Tins.  
Assorted SYRUPS.  
Canned FISH FRUITS.  
ASPARAGUS.  
Queen OLIVES.  
Sausage MEAT.  
CAVIAR.  
Potted MEATS.  
MACKEREL in 5th Tin.  
Eagle Brand MILK.  
Lamb's TONGUES.  
Green CORN.  
Baked BEANS.  
BROWN.

A LARGE ASSORTMENT  
of

**COOKING AND PARLOUR**  
**STOVES.**

AGATE IRON WARE COOKING  
UTENSILS.  
WOLF IRONS.  
CHALCOON IRONS.  
KEROSENE LAMPS.  
NONPAREIL KEROSENE OIL.

**WINES, & C.**

SPARKLING SAUMUR, Pts. & Qts. @  
\$11 and \$12.  
CHAMPAGNE, Pts. & Qts. @ \$12  
and \$14.  
SACON'S SHERRY.  
SACON'S INVALID PORT.  
ROYAL GLENDEE WHISKY.  
JAMESON'S WHISKY.  
OLD BOURBON WHISKY.  
HEBBER'S CHERRY CORDIAL.  
ASSORTED LEQUEURS.  
DRAUGHT, ALE and PORTER.  
&c., &c., &c.

THE USUAL ASSORTMENT  
of

**OILMAN'S STORES.**

at the  
Lowest Possible Prices  
FOR CASH.

**MacEWEN, FRICKEL & Co.**  
Hongkong, July 1, 1886. 1208

## To-day's Advertisements.

**OCEAN STEAMSHIP COMPANY.**

**FOR STRAITS AND LONDON.**

The Co.'s Steamship  
*Deception*,  
Captain Asquith, will be  
despatched as above TO  
MORROW, the 29th instant, at Daylight.  
For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, August 28, 1886. 1647

**FOR YOKOHAMA AND KOBE.**

The British Steamship  
*Amoy Head*,  
Captain MAJOR, will be  
despatched for the above  
Ports on MONDAY, the 30th instant, at  
Noon.  
For Freight or Passage, apply to  
**GIBB, LIVINGSTON & Co.,**  
Agents.  
Hongkong, August 28, 1886. 1650

**THE CHINA & MANILA STEAMSHIP**  
**COMPANY, LIMITED.**

**FOR MANILA (DIRECT.)**

The Co.'s Steamship  
*Emeralda*,  
Capt. G. TAYLOR, will be  
despatched for the above  
Port on MONDAY, the 30th inst., at 5 p.m.  
For Freight or Passage, apply to  
**RUSSELL & Co.,**  
General Managers.  
Hongkong, August 28, 1886. 1646

**BEN LINE OF STEAMERS.**

**FOR SINGAPORE AND LONDON.**

The British Steamship  
*Benbow*,  
Captain ALEX. WATKES,  
will be despatched as  
above at Noon on TUESDAY NEXT, the  
31st instant.  
For Freight or Passage, apply to  
**GIBB, LIVINGSTON & Co.,**  
Agents.  
Hongkong, August 28, 1886. 1661

**DOUGLAS STEAMSHIP COMPANY,**  
**LIMITED.**

**FOR SWATOW, AMOY & FOCHOW.**

The Co.'s Steamship  
*Namoo*,  
Captain POORE, will be  
despatched for the above  
Ports on WEDNESDAY, the 1st Sept., at  
Noon.  
For Freight or Passage, apply to  
**DOUGLAS LAFRAIK & Co.,**  
General Managers.  
Hongkong, August 28, 1886. 1655

**FOR NEW YORK.**

The 3/4 L. 1.1 American Ship  
*Alexander McNeil*,  
Capt. W. DAVIN, Master, will load  
here for the above Port, and will  
have quick despatch.  
For Freight, apply to  
**RUSSELL & Co.**  
Hongkong, August 28, 1886. 1649

## To-day's Advertisements.

**HONGKONG & SHANGHAI BANKING**  
**CORPORATION.**

**THE DIVIDEND** declared for the Half-  
Year ending 30th June last, at  
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Share of £100, is PAYABLE on and after  
MONDAY, the 30th instant, at the OFFICES  
of the Corporation, where Shareholders  
are requested to apply for WARRANTS.  
By Order of the Court of Directors,  
**JOHN WALTER,**  
Acting Chief Manager.  
Hongkong, August 28, 1886. 1648

**SHIRE LINE OF STEAMERS.**

**FOR YOKOHAMA AND KOBE.**

The Steamship  
*Hintawee*,  
J. DANIELS, Commander,  
will be despatched for  
above Ports on SATURDAY, the 4th Prox.  
For Freight or Passage, apply to  
**ADAMSON, BELL & Co.,**  
Agents.  
Hongkong, August 28, 1886. 1652

**NAVIGAZIONE GENERALE**  
**ITALIANA FIORIO & RUBATTINO**  
**UNITED COMPANIES.**

**STEAM FOR**  
**SINGAPORE, PENANG, COLOMBO,**  
**BOMBAY, ADEN, PORT SAID,**  
**NAPLES, LEGHORN, GENOA, AND**  
**MARSEILLES.**

(Taking Cargo at through rates to all MEDITERRANEAN & LEVANTINE PORTS, ODESSA & ALEXANDRIA, and also to NEW YORK & BURENOS AYRES (MONTEVIDEO).  
The Co.'s Steamship  
*Borinda*,  
will be despatched as  
above on WEDNESDAY,  
the 15th September.  
To be followed by the Steamer R.  
Rubattino on or about the 28th September.  
The Steamers have spid Accommodation  
for Passengers and carry a Doctor  
and Stewardess.  
For further Particulars regarding Freight  
and Passage, apply to  
**CARLOWITZ & Co.,**  
Agents.  
Hongkong, August 28, 1886. 1654

**STEAM FOR**  
**SINGAPORE, PENANG, COLOMBO,**  
**ADEN, SUEZ, PORT SAID,**  
**MARSEILLES, MALTA, GIBRALTAR,**  
**BRINDISI, TRIESTE, VENICE,**  
**PLYMOUTH, AND LONDON.**

N.B.—Cargo can be taken on through Bills  
of Lading for BATAVIA, PERSTAN  
GULF PORTS, MARSEILLES,  
TRIESTE, HAMBURG, NEW YORK  
AND BOSTON.  
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Hongkong, August 28, 1886. 1647

**THE PENINSULAR AND ORIENTAL STEAM**  
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are requested to apply for WARRANTS.  
By Order of the Court of Directors,  
**JOHN WALTER,**  
Acting Chief Manager.  
Hongkong, August 28, 1886. 1648

**SHIRE LINE OF STEAMERS.**

**FOR YOKOHAMA AND KOBE.**

The Steamship  
*Hintawee*,  
J. DANIELS, Commander,  
will be despatched for  
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For Freight or Passage, apply to  
**ADAMSON, BELL & Co.,**  
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Hongkong, August 28, 1886. 1652

**NAVIGAZIONE GENERALE**  
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**UNITED COMPANIES.**

**STEAM FOR**  
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**NAPLES, LEGHORN, GENOA, AND**  
**MARSEILLES.**

(Taking Cargo at through rates to all MEDITERRANEAN & LEVANTINE PORTS, ODESSA & ALEXANDRIA, and also to NEW YORK & BURENOS AYRES (MONTEVIDEO).  
The Co.'s Steamship  
*Borinda*,  
will be despatched as  
above on WEDNESDAY,  
the 15th September.  
To be followed by the Steamer R.  
Rubattino on or about the 28th September.  
The Steamers have spid Accommodation  
for Passengers and carry a Doctor  
and Stewardess.  
For further Particulars regarding Freight  
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**CARLOWITZ & Co.,**  
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Hongkong, August 28, 1886. 1654

**STEAM FOR**  
**SINGAPORE, PENANG, COLOMBO,**  
**ADEN, SUEZ, PORT SAID,**  
**MARSEILLES, MALTA, GIBRALTAR,**  
**BRINDISI, TRIESTE, VENICE,**  
**PLYMOUTH, AND LONDON.**

N.B.—Cargo can be taken on through Bills  
of Lading for BATAVIA, PERSTAN  
GULF PORTS, MARSEILLES,  
TRIESTE, HAMBURG, NEW YORK  
AND BOSTON.  
The Co.'s Steamship  
*Deception*,  
Captain Asquith, will be  
despatched as above TO  
MORROW, the 29th instant, at Daylight.  
For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, August 28, 1886.







## GOVERNOR BOWEN'S DEPARTURE FROM THE COLONY.

A copy of the following despatch from Colonel Sir Frederick Stanbury, Secretary of State for the Colonies to His Excellency the Governor, is published in the Government Gazette, dated, Downing Street, 1st February, 1887, was presented to the Legislative Council yesterday afternoon—

I have the honour to acknowledge the receipt of Sir George Bowen's Despatch, No. 462, of the 18th of December, reporting the proceedings which took place on the occasion of his departure from the Colony. I have read this despatch and its enclosures, with much interest, and as I gather from the terms of Sir George Bowen's Address to the Legislative Council, and the reply thereto that it is not probable that Sir George Bowen will return to the Colony. I have pleasure in availing myself of this opportunity of expressing my sense of the energy and ability with which he has devoted himself to the administration of the important Government of Hongkong, and of the satisfaction which I have derived from his co-operation afforded to him by the Legislature of the Colony, and by all branches of the Public Service.

## THE ECCLIASTICAL GRANTS TO HONGKONG.

The following despatch respecting the withdrawal of ecclesiastical grants in Hongkong, was presented to the Legislative Council by command of His Excellency the Governor, dated, Downing Street, 27th August, 1886—

THE RIGHT HONOURABLE EARL GRANVILLE, &c., TO THE OFFICE ADMINISTERING THE GOVERNMENT OF HONGKONG, Downing Street, 27th July, 1886.

SIR,—I have the honour to acknowledge the receipt of your despatch, No. 103, of the 26th of March, 1886, submitting for consideration of the Legislative Council in favour of a reconsideration of the decision as to the future withdrawal of the existing Ecclesiastical Grants in Hongkong.

I regret that I am unable to see sufficient reason for such reconsideration, in the fact that by the Straits Settlements and in Mauritius, proposals for disallowance were at one time under consideration, but were not carried into effect; for in the case of Hongkong the question was raised in a different manner, and settled by the Secretary of State after a full consideration of all the special circumstances.

I concur in the opinion expressed by Lord Derby, in his despatch No. 103, of the 10th of May, 1883, and do not feel myself justified in reversing the decision arrived at by his predecessor.

I have, &c., GRANVILLE, The Office Administering the Government of Hongkong.

## THE GERMAN MAIL STEAMERS.

The following correspondence respecting the German Mail steamers was presented to the Legislative Council by command of His Excellency the Governor, on the 27th August, 1886—

THE SECRETARY OF STATE FOR THE COLONIES TO THE OFFICE ADMINISTERING THE GOVERNMENT OF HONGKONG, Downing Street, 24th June, 1886.

SIR,—I have the honour to transmit to you the accompanying copies of a Memorandum delivered by Count Bismarck to Her Majesty's Ambassador at Berlin, and of a letter in reply to it from the Earl of Derby, the German Ambassador at this Court, relative to a request made by the German Government that certain mail vessels authorized by that Government, should be placed on the same footing as the French Messageries Maritimes Steamers, under the Postal Convention with France, dated September 24th, 1856.

It is the wish of Her Majesty's Government that the privileges mentioned in article 5 of the Postal Convention with France, should be extended to these German vessels so long as the French Convention shall remain in force, and I therefore request that you will take the necessary steps for procuring enactment of an Ordinance similar to No. 10 of 1884, for this purpose.

I have, &c., R. H. MEADE, For the Secretary of State, The Office Administering the Government of Hongkong.

## MEMORANDUM.

From July next the North German Lloyd at Bremen intends to establish a line of steamers to run between Germany, China and Australia.

The steamers will carry the official mail, which they will receive a certain subsidy from the Imperial German Government. Besides the steamers are bound to be free of coast, criminals from Germany.

According to British Law, such criminals, when the steamer touches at a British Colonial port, might demand a hearing before a British Judge, thus delaying the course of law and preventing the prompt delivery of the mail. The Imperial Government lays great stress on these mail steamers being looked upon as in some sense men-of-war.

This demand does not appear to be an unusual one, for in modern Treaties of Commerce and Navigation such privileges have more than once been accorded to subsidized mail steamers.

The British Government, for instance, has done so in the Postal Convention with France, September 24th, 1856. Moreover, by special Ordinance, the steamers of the Messageries Maritimes touching at Hongkong have been granted a similar privilege.

The Imperial Government, though not appealing to the provision expressed in clause 1 of the Treaty concluded between Great Britain and Prussia on August 10th, 1865, have, nevertheless, in conformity with the modern principles of International Law, the British Government will see their way to confer upon the subsidized mail steamers of the North German Lloyd the same privileges as have been granted to the French Mail steamers by the above-mentioned Treaty.

Berlin, February 24th, 1886.

## THE EARL OF BOWEN'S DEPARTURE FROM THE COLONY.

Foreign Office, April 26th, 1886.

M. L'ABBASSADOR,—I have placed myself in communication with the Secretary of State for the Colonies with reference to the best mode of giving effect to the wishes expressed by your Government that the privileges of Ships of war which are accorded by Article V of the Convention between Great Britain and France of September 24th, 1856, to vessels subsidized by their respective Governments for Postal purposes should be extended to the North German Lloyd's line of steamers which are about to be established between Germany, China and Australia and which will receive a subsidy from the German Government for the carriage of mails.

I have already informed your Excellency that Her Majesty's Government are most willing to comply with the wishes of the Imperial Government in the matter, so far as they can legally do so, and I will proceed to explain the position of Her Majesty's Government with reference to the Postal Convention with France of 1856 and to a similar convention with Belgium of February 17th, 1876, both of which contain the same provision granting the privileges of Ships-of-war to subsidized Postal Vessels.

From the time when the French line of the Messageries Maritimes first began to run to India and China, difficulties have constantly arisen in the application of Art. V of the French Convention by reason of the Commanders of the steamers of that Company insisting, with the support of the French Government, upon extending the privileges conferred by it to their strict sense, and so as to defeat the course of criminal justice and to deprive in certain cases private individuals of their civil remedies.

In 1878 a case of collision arose off Dover between a submarine vessel of Belgium, the *Parosment Belle*, and the British steamer *Engle*. During which, the question of the privileges granted by the Belgian Postal Convention before the Tribunal in this Country. The Courts held that it was not competent for the Crown without authority of Parliament to clothe these subsidized vessels with the immunities of Foreign Ships-of-war so as to deprive British subjects of their right to proceed against them for the enforcement of their legal rights. That decision has naturally added to the difficulty of the complete immunity from the process of the law Courts which the Postal Convention with France by notice under Art. 37 was it not that the more recent instructions which appear to have been given to the Commanders of the French Postal steamers have prevented a radical change of the Colonial Government.

In view of the decision of the Courts in this Country in the case of the *Parosment Belle* it is clear that Her Majesty's Government are unable to secure to Postal vessels the complete immunity from the process of the law Courts which is the privilege of Ships-of-war, but if the Imperial Government are prepared to cause instructions to be issued to the Imperial Consular Officers and to the Commanders of the North German Lloyd's steamers and to the Agents of the company in all British ports of call to give all necessary facilities to the local authorities in relation to Customs Regulations and to judicial process and not to claim to exercise the privilege in question to the detriment of justice or of public rights it is unlikely that any practical difficulties will arise.

Her Majesty's Government are therefore prepared on that understanding to signify to the Governors of the Colonies at the steamers of the North German Lloyd are intended to touch that the line is subsidized by the Imperial Government, and that it is the wish of Her Majesty's Government that the privileges mentioned in Art. V of the Postal Convention with France September 24th, 1856, should be extended to its vessels so long as the French Convention shall remain in force.

It is right, however, to add that both the French and Belgian Conventions may be determined at any time owing to the difficulties which I have pointed out and to the fact that as the British Mail steamers on the lines to India, Australia, and only touch at British ports they practically derive no benefit from the Article in question, while the other provisions of the Conventions have for the most part been abrogated by the Postal Union Treaty of Bern of October 9th, 1874, and by the Postal Union Treaty of Bern of October 9th, 1874, by the Convention of Paris (the Universal Postal Union) of June 1st, 1878.

(Signed) ROSEBURY.

His Excellency Count HATZFELD, &c., &c., &c.

## A LAWYER SAYS MILKMAN MAKE GOOD WITNESSES.

They pump easily.

COUNSEL for the defence, to his wife—'My dear, I want you to look up everything that is movable in our house.' Wife—'Why so? Counsel—'The child who was accused this morning without a stain on his character, owing to my brilliant defence, is coming this afternoon to thank me.'

## A WOMAN'S SUFFERING AND GRATITUDE.

A VOICE FROM AUSTRIA.

Near the village of Zillingdorf, in Lower Austria, lives Maria Haas, an intelligent and industrious woman, who has suffered from physical suffering and final relief, as related by herself, is of interest to English women. 'I was employed,' she says, 'in the work of a large farmhouse. Overwork brought on sick headache, followed by a dizziness and sickness of the stomach, until I was unable to retain either food or drink. I was compelled to take to my bed for several weeks. Getting a little better from rest and quiet, I sought to do some work, but was soon taken with a pain in my side, which a little while seemed to spread over my whole body, and which in my weary limbs. This was followed by a cough and shortness of breath, until finally I could not sew, and I took to my bed for the second, and as I thought, for the last time. My friends told me that my time had nearly come, and that I could not live longer than when the next day their good nurse came. Then I happened to get one of Siegel's pamphlets. I read it, and my dear mother brought me a bottle of Siegel's Syrup, which I took exactly according to directions, and I had not taken the whole of it before I felt a great change for the better. My last illness began June 3rd, 1882, and continued to August 9th, when I began to take the Syrup. Very soon I could do a little light work. The cough left me, and I was no more troubled in breathing. Now I am perfectly cured. And oh, how happy I am! I can express my gratitude enough for Siegel's Syrup. Now I must tell you that the doctors in our district distributed handbills cautioning people against the medicine, telling them it would do them no good, and many were thereby influenced to destroy the Siegel pamphlets; but now, when one is to be found, it is kept like a relic. The law preserved are borrowed to read, and I have lent mine for six miles around our district. People have come eighteen miles to get me to buy the medicine for them, knowing that it cured me, and to be sure to get the right kind. I know a woman who was looking like death, and who told them there was no help for her, that she had consulted several doctors, but none could help her. I told her of Siegel's Syrup, and wrote the name down for her that she might make no mistake. She took my advice, and the Syrup, and now she is in perfect health, and the people around us are amazed. The medicine has made such progress in our neighborhood that people say they don't want the doctor any more, but they take the Syrup. Sufferers from gout who were confined to their bed and could hardly

move a finger, have been cured by it. There is a girl in our district who caught a cold by going through some water, and was in bed five years with coarseness and rheumatic pain, and had to have an attendant to watch by her. There was not a doctor in the surrounding districts to whom her mother had not applied to relieve her child, but every one crossed themselves and said they could not help her. Whenever the little bell rang which is rung in our place when somebody is dead, we thought surely it was for her, but Siegel's Syrup and Pills saved her life, and now she is as healthy as anybody, goes to church, and can work even in the fields. Everybody was astonished when they saw her again, knowing how many years she had been ill, and today she adds her gratitude to mine for God's mercies and Siegel's Syrup.

MARIA HAAS.

The people of England speak confirming the above.

## AFTER MANY YEARS.

Whittlelo-Wood, near Chertsey, December 26th, 1883.

'Dear Sir,—Mother Siegel's medicine has exceeded well with us, all that try it speak highly in its favour. We had a case of a young lady that had been troubled many years with pain after eating. She tells us that the pains were entirely taken away after a few doses of your medicine. Yours truly, "E. Pool."

## AFTER SEVERAL YEARS.

Stoke Newington, 9th, 1884.

'Gentlemen,—I have used Siegel's Syrup for several years, and have found it a most efficacious remedy for Liver complaints and general debility, and I always keep some by me, and cannot speak too highly in its praise.—I remain, yours truly, "Harriett King."

## AFTER SIXTEEN YEARS.

65, Newgate Street, Workop, Notts, December 26th, 1883.

'Gentlemen,—It is with the greatest pleasure that I testify to the efficacy of Mother Siegel's Syrup. My wife, who has suffered from acute Dyspepsia for over sixteen years, is now perfectly better through the sole help of your Syrup. I have spent pounds in medicines from doctors—in fact, I began to think she was incurable, until your marvellous medicine was tried.—I remain, yours, thankfully, "Alfred Ford."

## THE EFFECTS HAVE BEEN WONDERFUL.

Elford Road Dispensary, Dukinfield, Lancashire, 1st July, 1884.

'Dear Sir,—I am happy to inform you that the sale of your Syrup and Pills increases here continually. Several of my customers speak of having derived more benefit from the use of these than from any other medicine. In some instances the effects have been marvellous.—Yours very respectfully, "Pro. Edwin Eastwood, J.B."

## Money Orders.

1.—Money Orders are issued at Hongkong and Shanghai on the following countries and places—

- \* Madeira.
- \* Malta.
- \* Mauritius.
- \* Natal.
- \* Newfoundland.
- \* New South Wales.
- \* New Zealand.
- \* North Borneo.
- \* Ningpo.
- \* Norway.
- \* Port Darwin.
- \* Portugal.
- \* Queensland.
- \* S. Helena.
- \* Seychelles.
- \* Shanghai.
- \* Sierra Leone.
- \* South Australia.
- \* Straits Settlements.
- \* Swatow.
- \* Sweden.
- \* Switzerland.
- \* Tannania.
- \* United Kingdom.
- \* United States.
- \* Victoria.
- \* Western Australia.
- \* Zanzibar.

2.—Orders on the Countries marked \* are forwarded through the London Post Office, and are paid less a small discount of about 2d. in the £1, for the remittance should allow. All such orders must be expressed in British currency.

3.—The commission charged is as follows (according to the currency the Order is drawn in):

- Up to £2, or \$10, or R 20, . . . . .0.20 cents.
- " £5, or \$25, or R 50, . . . . .0.40 "
- " £7, or \$35, or R 70, . . . . .0.60 "
- " £10, or \$50, or R 100, . . . . .0.80 "

—No Order must exceed £100 or \$500 (unless drawn on India, then £150 is the limit), nor will more than two such Orders be issued to the same person, in favour of the same payee, by the same mail.

4.—Money Orders on the United Kingdom for sums not exceeding £50 are granted by means of Postal Notes, to which see separate notice or the Hongkong Post Office.

5.—Sums not exceeding \$50 may be remitted between the Ports of China by means of Postal Stamps, subject to a charge of one per cent.

6.—Money may be granted at Hongkong or Shanghai on Ports where there are Agencies of the Hongkong Post Office.

By means of Postal Notes.

## Government Notification.

No. 66.

HARBOUR DEPARTMENT.

The following Rules regarding signalling at the Peak are published for general information.

By Command, FREDERICK STEWART, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 17th February, 1883.

## SIGNAL STATION, VICTORIA PEAK, HONGKONG.

1883 Post Office Sea Level.

1. The Union Jack will be hoisted at the Mast Head when any vessel is being signalled.

2. The Commercial Code of Signals for all Nations will be used at the Station.

3. All Signals will be hoisted by vessels in the Offing will be repeated.

4. When Signalling to Men-of-War in the Harbour or in the Offing, a White Ensign will be hoisted at the Flagstaff, and at the Mast Head of the Man-of-War.

5. When a Steamer, or the smoke of a Steamer is sighted, the Compass Signal at the Yard Arm, and Distance off at the Mast Head, will be hoisted. If, when the vessel is made out, she is not a Mail Steamer, the Vessel's Distinguishing Flag will be substituted for the Compass Signal, and it will be kept flying until the ship anchors.

The Distance Signal will be kept up fifteen minutes after the Steamer is made out.

6. If the Steamer is a regular Mail Steamer a Gun will be fired, and a Ball over the English, French, or American Ensign, with the Distance off at that time, will be shown at the Mast Head. The Compass

Signal and Symbol will be hoisted down. The Ball and Ensign will be kept up until the vessel anchors. The Distance Signal will be kept flying for half-an-hour, and changed at each successive half hour to show the Distance off at those times. When the vessel is between Green Island and the North Point of Hongkong the Distance Signal will be hoisted down. If the Mail Steamer is not in the Harbour when it is too dark to distinguish flags, and light will be exhibited at the West Yard Arm, or a green light at the East Yard Arm until she anchors.

7. River Steamers will not be signalled. The approach of other Steamers from Macao or Canton will be made known by showing the National, or House Flag and Symbol at Yard Arm.

8. If a Flag showing that an Officer of high rank is on board an incoming vessel, a similar flag will be shown above the Ball, or the Flag alone will be hoisted at the Mast Head.

9. The approach of Men-of-War and Sailing Vessels will be notified by their proper Symbols and National Colours, or House Flags, at the Quarter of the Yard, or at the Yard Arm.

Note.—The Distances of vessels will be estimated from the Peak, and will be made by means of the Numerals which are attached to the letters in the table of Flags.

H. G. THOMSETT, R.N., Harbour Master, &c.

## Intimations.

Fourteenth Volume of the

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Now Ready.

No. 6.—Vol. XIV.

OF THE

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The Y. King and its Appendices.

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Hongkong, July 29, 1886.

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THE COMMERCIAL LAW ABSTRACT—

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Copies may be had at the China Mail Office, and at Messrs. LANE, CHAMFORD & Co., Price, 75 cents.

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Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *DELIGO* will be despatched for San Francisco via Yokohama, on TUESDAY, 14th September, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to be delivered for the consignee at the day previous to sailing.

RETURN PASSENGERS.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), will be allowed a discount of 25% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight, or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, August 24, 1886.

## Mails.

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, MEDITERRANEAN AND BLACK SEA PORTS.

MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA, BORDEAUX, LE HAVRE, DUNKIRK, LONDON AND ANTWERP.

ON THURSDAY, the 2nd September, 1886, at Noon, the Company's S.S. *IRAOADY*, Commandant BAZET, with MALES, PASSENGERS, SPECIES, and CARGO, will leave this Port for the above places.

Cargo and Species will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Species and Parcels until 3 p.m. on the 1st September, 1886. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, August 20, 1886.

## Mails.

NOTICE.

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, MEDITERRANEAN AND BLACK SEA PORTS.

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